APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CBO6E

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 /15 / 00

CONTACT: Chris Ertel PHONE # 513-352-3295 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 352-1581 E-MAIL chris.ertel@rcc.org

PROJECT NAME: Liberty Street Rehabilitation

SUBDIVISION TYPE
(Check Only 1)
__ 1.County
__ 2.City
__ 3.Township
__ 4.Village
__ 5.Water/Sanitary District (Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $ 300,000
__ 2. Loan $
__ 3. Loan Assistance $

PROJECT TYPE
(Check Largest Component)
x 1.Road
__ 2.Bridge/Culvert
__ 3.Water Supply
__ 4.Wastewater
__ 5.Solid Waste
__ 6.Stormwater

TOTAL PROJECT COST: $ 600,000 FUNDING REQUESTED: $ 300,000

NEEDS: 5/27/01

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 300,000.00 LOAN ASSISTANCE: $
SCIP LOAN: $ RATE: % TERM: yrs.
RLP LOAN: $ RATE: % TERM: yrs.
(Check Only 1)
x State Capital Improvement Program __ Small Government Program
__ Local Transportation Improvements Program

FOR OPWC USE ONLY

2000 SEP 15 PM 3:31
OFFICE OF NEW BURLINGTON COUNTY ENGINEER

PROJECT NUMBER: C____/ C____
Local Participation ____%
OPWC Participation ____%
Project Release Date: ____
OPWC Approval: ____

APPROVED FUNDING: $____
Loan Interest Rate: ____%
Loan Term: ____ years
Maturity Date: ____
Date Approved: ____
SCIP Loan ____ RLP Loan ____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

		TOTAL DOLLARS	Force Account Dollars
a.)	Basic Engineering Services:	$ .00	
	Preliminary Design $		
	Final Design $		
	Bidding $		
	Construction Phase $		
	Additional Engineering Services *Identify services and costs below.	$ .00	
b.)	Acquisition Expenses: Land and/or Right of Way	$ .00	
c.)	Construction Costs:	$ 567,070.00	
d.)	Equipment Purchased Directly:	$ .00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	$ .00	
f.)	Construction Contingencies:	$ 32,930.00	
g.)	**TOTAL ESTIMATED COSTS:**	$ 600,000.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ 300,000.00	50
b.)	Local Revenues	$ .00	
c.)	Other Public Revenues		
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER_____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 300,000.00	50
d.)	OPWC Funds		
	1. Grant	$ 300,000.00	
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC FUNDS:	$ .00	
e.)	**TOTAL FINANCIAL RESOURCES:**	$ 300,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Liberty Street Rehabilitation

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Liberty Street from Sycamore to Central Parkway
(see attached map)

PROJECT ZIP CODE: 45210

B: PROJECT COMPONENTS:

Rehabilitation of existing roadway including repair and replacement of curb, base and joint repairs, removal of existing asphalt surface, inlet and connection pipe repairs, casting adjustments and resurfacing with a minimum of 2 inches of asphalt concrete.

C: PHYSICAL DIMENSIONS:

Roadway is 5-6 lanes, 70 feet in width and 3,025 feet in length.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 20,631 Year: 1999 Projected ADT:_____ Year:_____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____Proposed Rate: $ _____

Stormwater: Number of households served:_____

2.3 **USEFUL LIFE/COST ESTIMATE:** Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 600,000

TOTAL PORTION OF PROJECT NEW/EXPANSION $ _____

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	1 /01/01	8 /01 /01
4.2	**Bid Advertisement and Award:**	8 /01/01	12/15 /01
4.3	**Construction:**	12 /15/01	12/31/02
4.4	**Right-of-Way/Land Acquisition :**	/ /	/ /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	John F. Shirey
	TITLE	City Manager
	STREET	Room 152, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3241
	FAX	( ) -
	E-MAIL	
5.2	CHIEF FINANCIAL OFFICER	Timothy H. Riordan
	TITLE	Finance Director
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati,Ohio 45202
	PHONE	(513) 352 - 3731
	FAX	( ) -
	E-MAIL	
5.3	PROJECT MANAGER	Tim Jamison
	TITLE	Acting Principal Construction Engineer
	STREET	Room 415, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 5296
	FAX	(513) 352 - 1581
	E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

John F. Shirey, City Manager
Certifying Representative (Type or Print Name and Title)

John F. Shirey 9/15/00
Original Signature/Date Signed

City of Cincinnati

Department of Transportation and Engineering
Division of Engineering

Room 405, City Hall
801 Plum Street
Cincinnati, Ohio 45202

John F. Deatrick, P.E., AICP
Director

Prem Garg, P.E.
City Engineer

September 15, 2000

Subject: Liberty Street Rehabilitation
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street rehabilitation is at least twenty (20) years.

(seal)

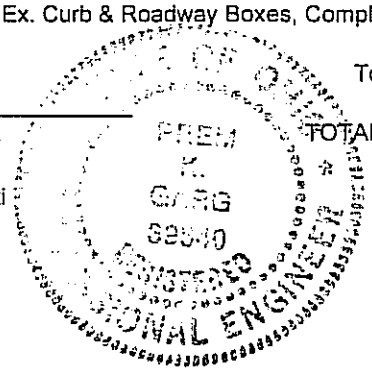
Prem Garg, P.E.
City Engineer
City of Cincinnati

2001 STREET REHABILITATION, SCIP
Liberty St from Sycamore to Central Parkway

REF. NO.	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	Lump Sum	Contract Bond	$ 10,000.00	$ 10,000.00
2	Special	Lump Sum	Project Contingency	$ 10,000.00	$ 10,000.00
3	203	25 c.y.	Excavation	$ 30.00	$ 750.00
4	203	20 hrs.	Proof Rolling	$ 60.00	$ 1,200.00
5	205	50 tons	Special Fill Material	$ 15.00	$ 750.00
6	251	500 s.y.	Part. Depth Pavt. Repair, Flexible Pavement	$ 35.00	$ 17,500.00
7	251	500 s.y.	Part. Depth Pavt. Repair, Concrete Pavement	$ 35.00	$ 17,500.00
8	252	200 s.y.	Full Depth Rigid Pav't Removed & Flex. Replacement	$ 35.00	$ 7,000.00
9	253	1,000 s.y.	Pavement Repair	$ 35.00	$ 35,000.00
10	254	18,000 s.y.	Pavement Planing, Bituminous	$ 2.00	$ 36,000.00
11	254	500 s.y.	Patching Planed Surface	$ 8.00	$ 4,000.00
12	304	100 c.y.	Aggregate Base	$ 30.00	$ 3,000.00
13	448	1,000 c.y.	Asphalt Concrete Intermediate Course, Type 1	$ 80.00	$ 80,000.00
14	448	1,300 c.y.	Asphalt Concrete Surface Course, Type 1H	$ 90.00	$ 117,000.00
15	452	360 s.y.	11" Plain Concrete Pavement	$ 55.00	$ 19,800.00
16	602	10 c.y.	Brick Masonry	$ 300.00	$ 1,500.00
17	603	50 l.f.	12" Conduit, Type "H"	$ 50.00	$ 2,500.00
18	603	50 l.f.	15" Conduit, Type "H"	$ 55.00	$ 1,375.00
19	Special	100 l.f.	Connection Pipe Cleaned	$ 10.00	$ 1,000.00
20	603	50 l.f.	3" Conduit, Type "G"	$ 10.00	$ 500.00
21	604	5 ea.	Manhole Adjusted to Grade with Ring	$ 225.00	$ 1,125.00
22	604	40 ea.	Manhole Adjusted to Grade W/O Ring	$ 225.00	$ 9,000.00
23	604	30 ea.	Valve Chambers Adjust W/O Ring	$ 250.00	$ 7,500.00
24	604	6 ea.	SGI Adjusted to Grade	$ 300.00	$ 1,800.00
25	604	2 ea.	SGI Repaired and Adjusted to Grade	$ 350.00	$ 700.00
26	604	16 ea.	DGI Adjusted to Grade	$ 300.00	$ 4,800.00
27	604	2 ea.	DGI Repaired and Adjusted to Grade	$ 350.00	$ 700.00
28	604	2 ea.	Inlets Repaired (Ditch or Curb)	$ 260.00	$ 520.00
29	608	1,000 s.f.	Curb Ramp	$ 5.00	$ 5,000.00
30	608	5,000 s.f.	Concrete Walk	$ 4.00	$ 20,000.00
31	609	5,000 l.f.	Concrete Curb Repair, Type P-4	$ 12.00	$ 60,000.00
32	609	1,000 l.f.	Concrete Curb, Type S-1	$ 12.00	$ 12,000.00
33	609	1,000 l.f.	Concrete Curb, Type L-1	$ 12.00	$ 12,000.00
34	614	Lump Sum	Maintenance of Traffic	$ 30,000.00	$ 30,000.00
35	614	20 hrs.	Law Enforcement Officer with Patrol Car	$ 40.00	$ 800.00
36	Special	2 ea.	Project Signs	$ 200.00	$ 400.00
37	616	10 Mgal	Dust Control	$ 10.00	$ 100.00
38	619	Lump Sum	Field Office, Type A, As Per Plan	$ 10,000.00	$ 10,000.00
39	627	1,000 s.f.	Concrete Driveway	$ 5.00	$ 5,000.00
40	642	Lump Sum	Traffic Paint	$ 5,000.00	$ 5,000.00
41	644	Lump Sum	Thermoplastic Pavement Markings	$ 5,000.00	$ 5,000.00
42	653	50 c.y.	Topsoil Furnished & Placed	$ 35.00	$ 1,750.00
43	660	100 s.y.	Soding with Topsoil	$ 7.00	$ 700.00
44	Special	1,000 l.f.	Sod Restoration	$ 2.00	$ 2,000.00
45	1125	2 ea.	Reset Ex. Valve Box W/O Adjusters	$ 150.00	$ 300.00
46	1132	30 ea.	Resetting Ex. Curb & Roadway Boxes, Complete	$ 150.00	$ 4,500.00

Total Construction Costs:	$ 567,070.00
Contingency:	32,930.00
TOTAL ESTIMATED COSTS:	$ 600,000.00

Prem Garg, P.E.
City Engineer
City of Cincinnati



City of Cincinnati

Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

Timothy H. Riordan
Director

William E. Moller
Assistant Director

September 15, 2000

Mr. Lawrence Bicking
Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

RE: Status of Funds for Local Share of 2001 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2001 SCIP/LTIP Projects (Round 15 Funding) have been recommended for funding in the City's 2001 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Gilbert Avenue/Montgomery Road – Elsinore Place to Brewster Avenue
Glenway Avenue – West Eighth Street/State Avenue to Wing Street
Liberty Street – Sycamore Street to Central Parkway ✓

STREET IMPROVEMENT PROJECTS
Mehring Way and Freeman Avenue Intersection Improvement
Gobel Avenue Improvement (Westwood Northern Boulevard to Bracken Woods Lane) ✓
Paddock Road Improvement (Phase 2 of Project Pre-approved in Round 14)
Robertson/Millsbrae Avenues Safety Improvement ✓
Beekman Street "S" Curve Improvement
Robison Road Improvement – Montgomery to Woodford Roads

STREET RECONSTRUCTION PROJECT
Mehring Way Reconstruction – Smith to Gest Streets

LANDSLIDE CORRECTION PROJECT
Lehman Road (Summit View Apartments to State Avenue)

The matching funds for these projects are coming from Street Improvement Bonds.

An additional project, the Paddock Road Improvement (Phase 2 of Project Pre-approved in Round 14) has matching funds committed from the Ohio Department of Transportation.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-3731.

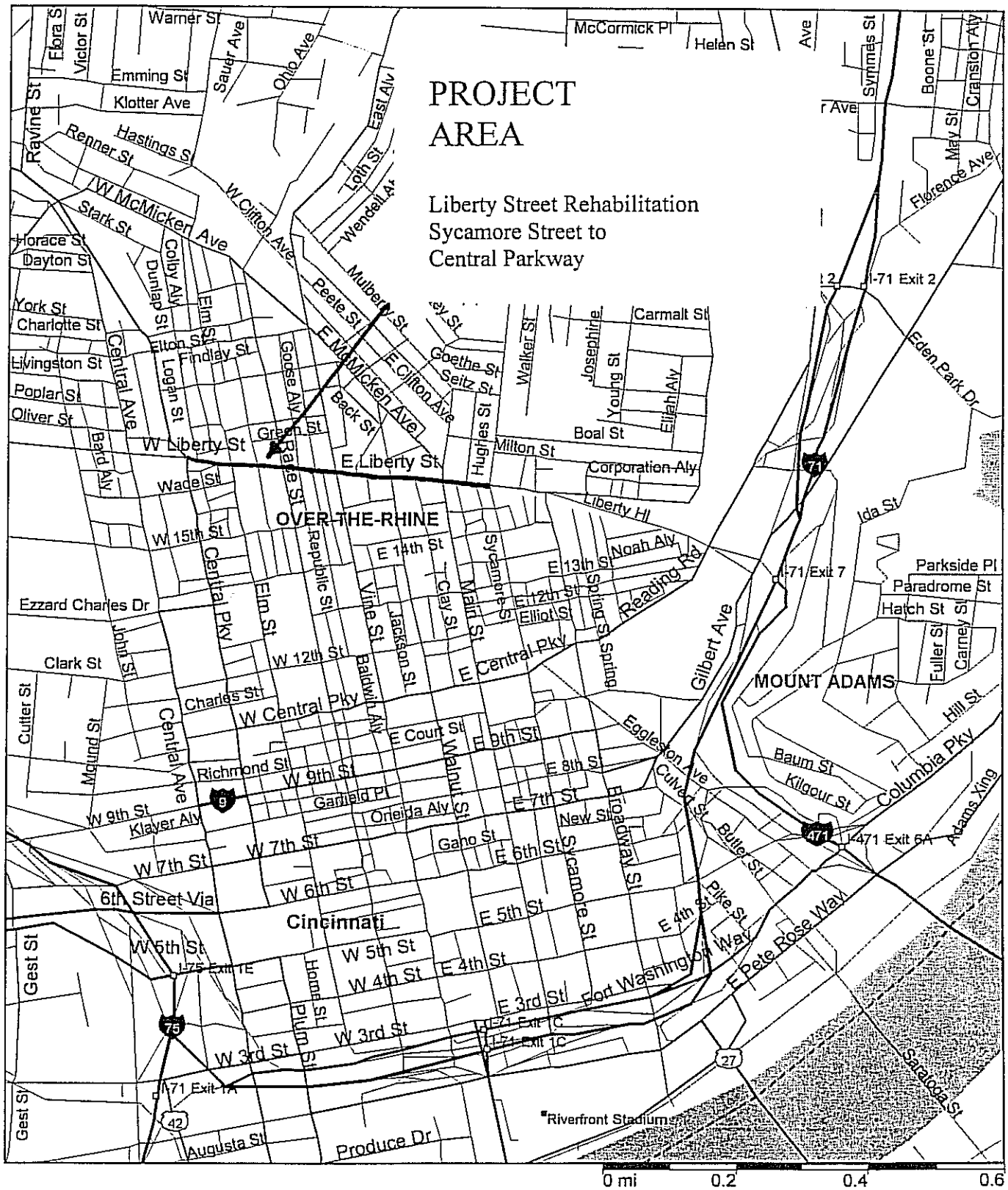
Sincerely,

Timothy H. Riordan
Director of Finance

cc: Richard Mendes, Deputy City Manager; Pete Heile, Law; William Moller, OEB; John Deatrick, Transportation & Engineering; Prem Garg, Kim Conn, Keith Pettit, JoeVogel, Dick Cline, Engineering

Liberty Street Rehabilitation

Sycamore Street to Central Parkway



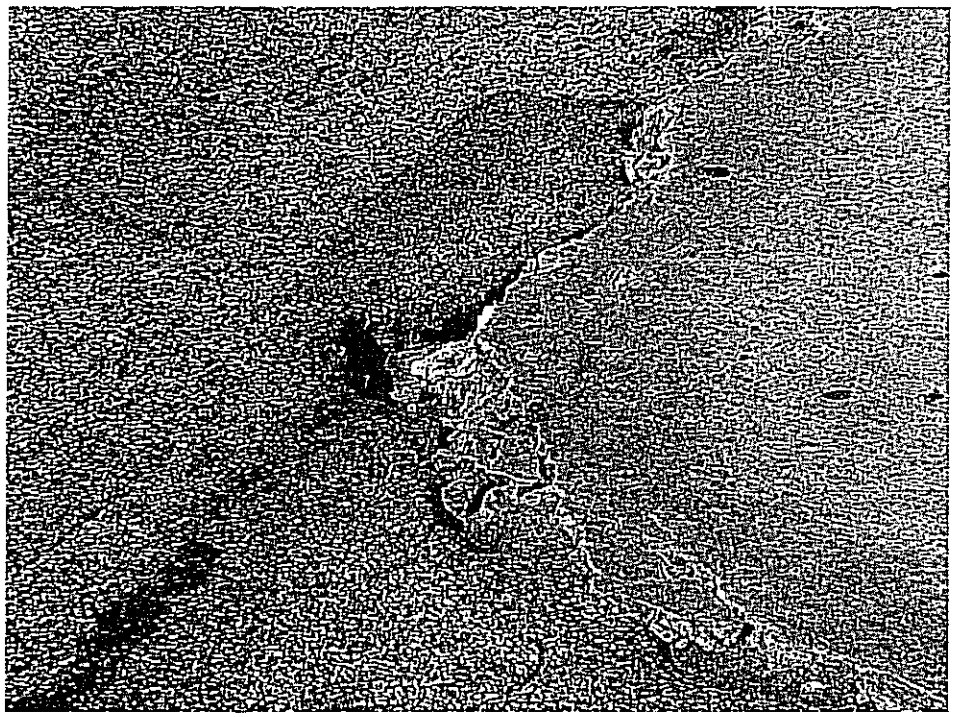
Streets98

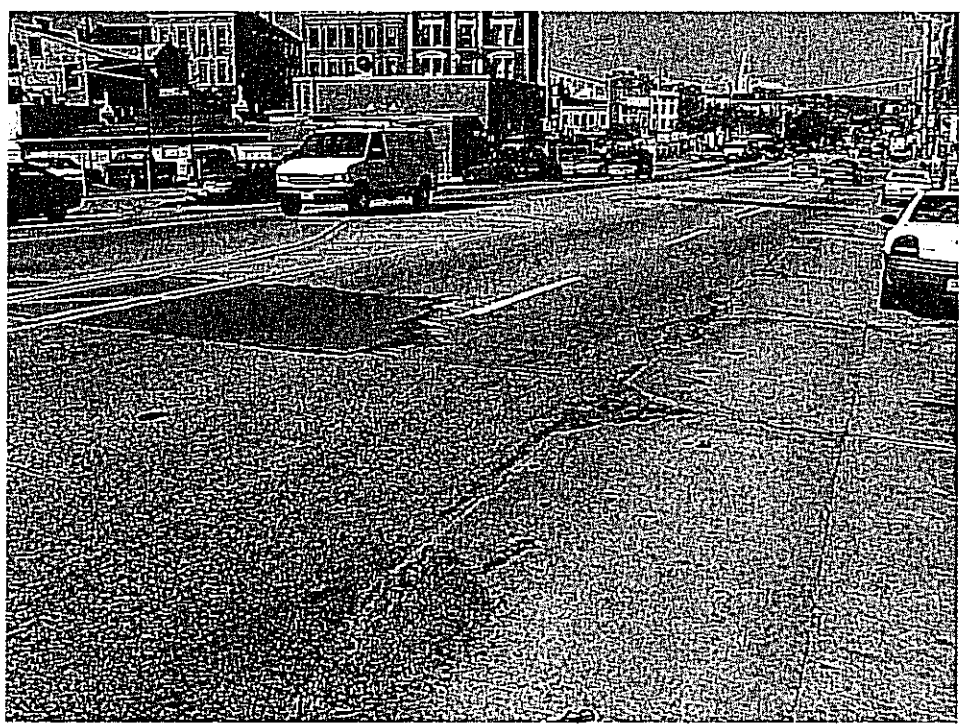
CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify the the traffic counts herein attached to the **Liberty Street Rehabilitation – Sycamore to Central Parkway** project application are a true and accurate count done by the City of Cincinnati's Traffic Operations Division.

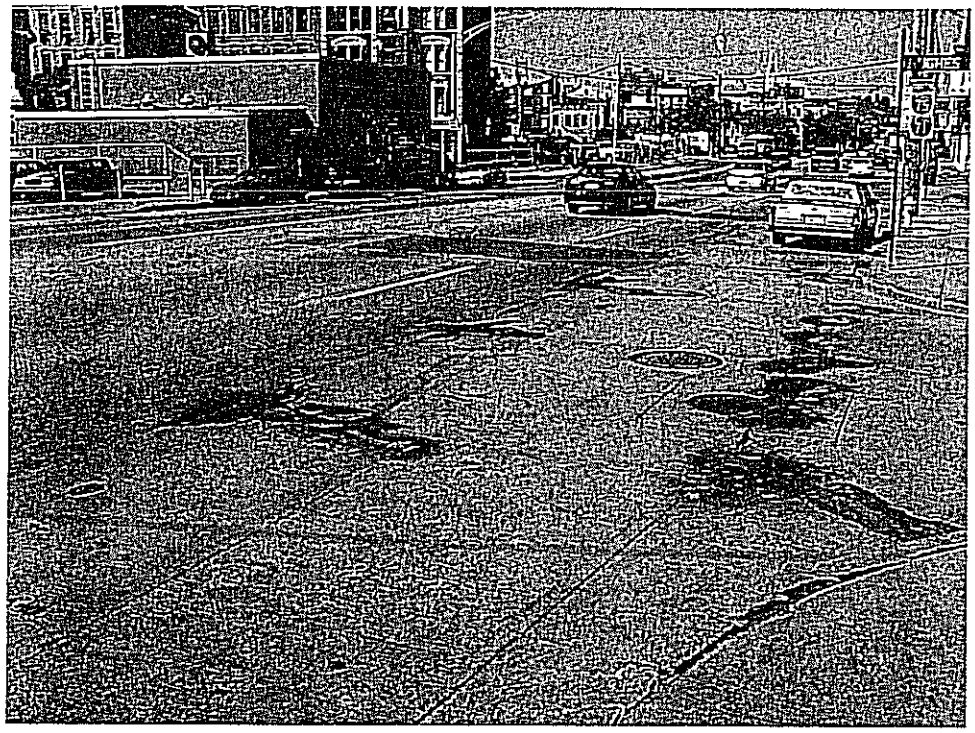
Robert Fluharty, P.E.
Principal Engineer

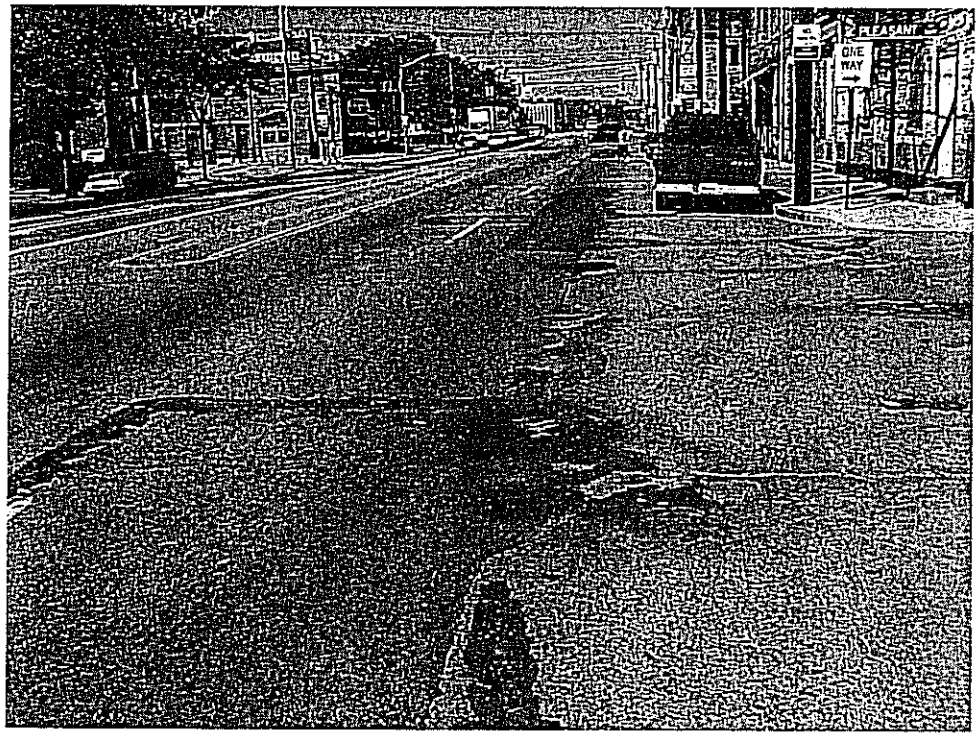
LIBERTY STREET REHABILITATION





LIBERTY STREET REHABILITATION





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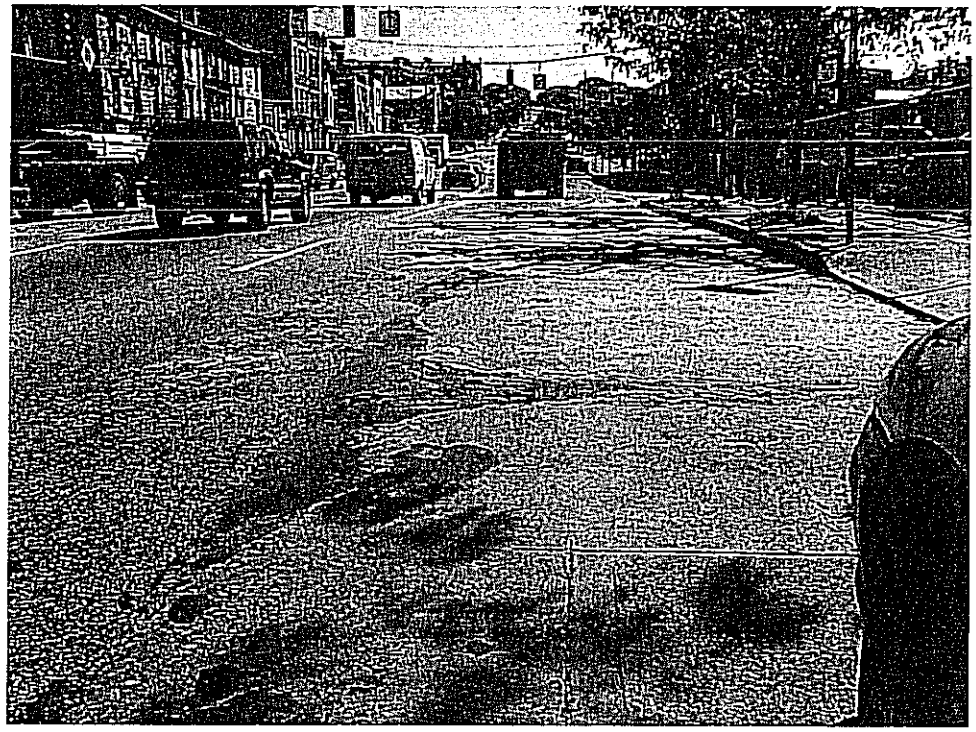

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The roadway has an asphalt surface that is showing signs of fatigue. There are several large patches and potholes. The pavement is warped and raveled in the wheelpath showing significant wear. In addition there is random and longitudinal cracking and rutting. The ride quality is poor.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project will increase the safety by providing a smooth driving surface.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effects on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project has no measurable impact to the health of the Public.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The Jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Liberty Street Rehabilitation

Priority 2 Robison Road Improvement

Priority 3 Gobel Avenue Improvement

Priority 4 Lehman Road Landslide Correction

Priority 5 Gilbert/Montgomery Rehabilitation

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No x Yes _____ If yes, what user fees and/or assessments will be utilized?

_____

_____

_____

_____

6) Economic Growth – How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will have minimal impact on economic growth.

_____

_____

_____

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds – OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

_____

_____

_____

_____

9) Will the project alleviate serious problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

_____

_____

_____

_____

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

_____

_____

_____

_____

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement for OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number or months 2

a.) Are preliminary plans or engineering completed? Yes____ No x N/A____

b.) Are detailed construction plans completed? Yes____ No x N/A____

c.) Are all utility coordination's completed? Yes____ No x N/A____

d.) Are all right-of-way and easements acquired (if applicable)? Yes____ No____ N/A x

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

_____

_____

_____

e.) Give an estimate of time needed to complete any item above not yet completed. 9 months

11) Does the infrastructure have regoinal impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

It is a major artery to the downtown area. In addition, the street also acts as a corridor from I-75 to I471 and I71. It is a major connector for work commuters and has several Metro bus routes on it .

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban or restriction has been implemented.

Will the ban be removed after the project is completed? Yes____ No____ N/A ____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 20,631 X 1.20 = 24,434 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional $5.00 License Tax x

Infrastructure Levy x Specify type Dedicated portion of City earnings tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002

N/FW

NAME OF APPLICANT: CITY OF CINCINNATI

NAME OF PROJECT: LIBERTY STREET REHABILITATION

RATING TEAM: 3

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
(17) Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

SURFACE AND OR FACES MUCH IS FAIR

Appeal Score _____

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

Appeal Score _____

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

(10) No
0 – Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment
7 - The project will directly secure new employment
5 – The project will secure new employment
3 – The project will permit more development
(0) The project will not impact development

Appeal Score _____

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
(10) 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
(0) Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
(2) Project design is for no increase in capacity.

Appeal Score _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

(5) Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13
3 - Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13
0 - Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact
(8)
6 - Moderate impact
4 -
2 - Minimal or no impact

Appeal Score _____

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
(6) Points
4 Points
2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) - Less than 20% reduction in legal load

Appeal Score _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

Appeal Score _____

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

(5) Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.
Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes
Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.